

WASHINGTON, D. C., SUNDAY, MAY 23, 1909.

PREFERS HIGHWAYS TO ARMY OR NAVY

Senator Bankhead Objects to Big Appropriations.

ADDRESSES ROADS CONGRESS

Alabamian Declares the Government Might Better Help the Farmers by Constructing Wagon Ways Than to Spend So Many Millions Upon Military Armaments and Battle Ships.

Baltimore, May 22.—"The extravagant parade of the army and navy and the millions of dollars that Congress is appropriating in preparing for war is not at all necessary," declared United States Senator Bankhead, of Alabama, in addressing the second national good roads congress.

"If the government would devote some of the useless time and energy that it is expending on the army and navy to the building up of the American farm, home and roads, and to the education of American boys and girls, then the people of these great United States would rise up and call Congress blessed."

Speaks for Two Hours.

Senator Bankhead occupied the floor nearly two hours, and McCoy Hall was almost filled with delegates to the good roads congress. Gov. Crothers presided at the meeting, and among those on the platform with him were: Senator Bankhead, Representative Wallace, of Arkansas; Attorney General Isaac Lobe Straus, State Senator Dodge, of Cleveland; Dr. Ira Remsen, president of Johns Hopkins University, and Arthur C. Jackson, president of the national good roads congress. Many prominent lawyers and business men of this and other States were in the audience.

The whole subject of good roads, according to Senator Bankhead, has resolved itself into the question of national aid.

Good Returns for Good Roads.

"We are told that the Constitution of the United States will not permit Congress to appropriate any money for the building of good roads," declared the Senator vigorously, "but I have studied this question and analyzed it, and there are no constitutional barriers, no limitations. This is not a question of paternalism. If the government will give an appropriation for good roads, it will get something in return. It was stated only recently in the Senate that 70 per cent of the government's revenues for last year were devoted to the preparing for war and that only \$100,000,000 was set aside for agricultural improvements.

"This \$500,000,000 appropriated by Congress is to prepare for a war that we never will have. War will make widows, orphans, and create distress; but agriculture will feed and clothe the poor and make comfort. This convention ought to rise up and frame resolutions and send them to the Senate and Congress immediately and tell them that they must have an appropriation as soon as possible to help in building good roads in this country. This question of good roads is coming before Congress and we are going to vote on it. Fellow-citizens of this congress, we need your help, and you can render aid by framing resolutions and forwarding them to Washington.

Dirt Roads Most Important.

"The question before us is not a new one. The subject of transportation is one that has claimed the attention of the wisest and best statesmen of this and every country. Rapid and cheap distribution of products is the chief element of production. The system of transportation by means of dirt roads is the most important system—far more important than transportation by means of railroads and canals. I am in favor of national, State, and county co-operation in maintenance of the dirt roads of this country. That it would be unconstitutional and paternal for the government to contribute to State roads is absurd and untrue. Congress has power to appropriate money to build canals, railroads, custom-houses. Why has it not the power to contribute to the construction of dirt and macadam roads, which are by far the most important modes of transportation?"

Not Unconstitutional or Paternal.

"If such a contribution to build State roads is unconstitutional and paternal, then we have been unconstitutional since the organization of this government. As soon as this government sprang into existence it began to appropriate money for roads and canals, and at that time it was not unconstitutional and paternal. Why should it be unconstitutional and paternal at the present time?"

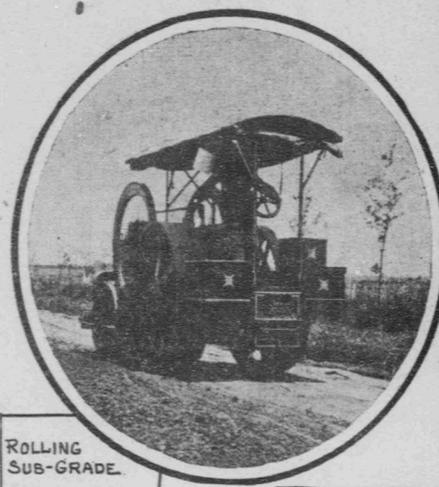
MEMPHIS ACTS AS HOST.

Two Big Conventions Meet in the Tennessee City.

Memphis, Tenn., May 22.—Memphis has been host this week to the Cotton Seed Crushers' Association, and the guests have been gracious enough to say she performed that duty well. This association held a three days' session at the tri-State fair grounds, beginning May 18. Delegates from all parts of the cotton-growing region were here, with their wives, sons, and daughters. In all, several thousand visitors came to Memphis, and the week has been a notable one in many ways. Henry J. Parrish, of this city, was president of the association during the meeting.

The 1909 reunion of the United Confederate Veterans will be held here on June 3, 4, and 5, and the indications now point to one of the most successful reunions the grizzled old heroes of the "lost cause" have ever enjoyed. For many weeks preparations have gone steadily on, with the result that not the slightest detail looking to the pleasure and comfort of the thousands of veterans and visitors who will be the city's guests will be overlooked. With characteristic liberality the business men of Memphis have contributed their share to the entertainment fund and will join the citizens at large in making the reunion a credit to the city and State.

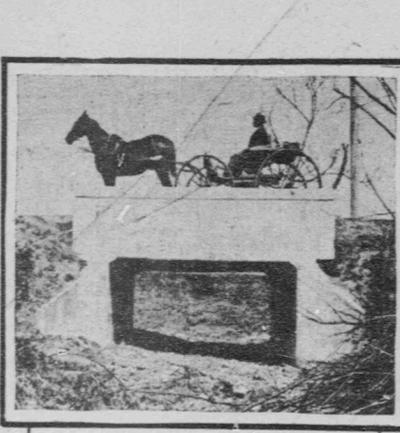
VIEWS OF PRACTICAL ROAD-MAKING IN THE SOUTH.



ROLLING SUB-GRADE.



WOODLEY ROAD - WHITE'S SLOUGH BRIDGE



CULVERT.



REINFORCED CONCRETE SPAN.



BUTLER MILL ROAD

SMOOTH HIGHWAYS NOW.

The accompanying illustrations of road-making are of improvements made at various points in Montgomery County, Ala., but they are representative of what is being done generally in the South. Reinforced concrete and the use of materials near the point of the work to be done according to modern engineering methods have made it possible to introduce improvement of the highways on a large scale in all parts of the Southern States. The steam roller is now a familiar sight in all the rural districts all the way from the Potomac to the Rio Grande, and Southern cotton growers, truck farmers, and even the pleasure seeker are finding communication much easier down in that country than formerly. Each mile of improved road is a valuable asset to the county or magisterial district building it, and by addition of mile after mile of these good, smooth roads the South will soon be lifted from the slough of despond in which it has wallowed from its earliest history.

SOUTH BUILDS ROADS

Makes Good Start Toward Rural Betterment.

MUCH WORK YET TO BE DONE

What Has Been Accomplished in Montgomery County, Ala., Illustrates How Other Communities Might Solve the Problem—Local Authorities Must Act.

SOUTH IMPROVES ROADS.

The last available statistics in the Department of Agriculture relative to road improvement in the South show the following arrangement of States according to the mileage improved:

Table with columns: State, Improved mileage, Total mileage. Lists states like Louisiana, Mississippi, Virginia, etc.

The accompanying statistics show that the South had in 1904 highways aggregating 730,284 miles, of which 29,948 had been improved by the use of gravel, sand, or clay. In other words, 34 per cent of Southern rural roads were improved, while statistics in the Department of Agriculture show that for the entire United States 71.7 per cent of the public highways, outside of cities, have been improved.

These figures indicate that the South has yet a vast work to do in improving its roads and thus increasing the value of its farm lands. At the same time it would be unjust to the South to draw definite conclusions from these figures that are now four years old, for in many parts of the South great progress is being made with road improvement and up-to-date methods are being used.

Progress in One County.

The accompanying illustrations give an idea of the permanent quality of work being brought to bear upon the road conditions of an Alabama county. This county alone (the county of Montgomery) may be taken as evidence of the general incompleteness of the government statistics, for in 1904 Montgomery is credited with 108 miles of improved roads. A report from the board of revenue of Montgomery County shows 338 miles improved by the use of gravel, sand, or clay, more than 50 per cent of the roads of the county are now good roads.

Why Kentucky Leads.

The showing of Kentucky was due at the outset to favorable conditions rather than to a general system for good roads. Limestone, common in the States of Ohio and Indiana, accounts for the ease with which stone roads can be built. Furthermore, Kentucky has been building stone roads since 1829, most of them on the toll or turnpike system. At the present moment Kentucky is deeply interested in road improvement, and over four-fifths of the counties out of Kentucky's 109 are giving special attention to the matter. Great credit is due to these States and counties where good road work is being done in the absence of suitable road material. An illustration of this is found in Madison County, Tenn., which will be more fully mentioned in a later issue of The Washington Herald. In that county all the material for roadmaking has to be imported. Notwithstanding this enhancement of material, the improvement of roads in Madison County goes rapidly forward, and will show practically as great an increase as Montgomery County, Ala., when reported in the statistics of 1904.

Increases Land Values.

The good road makes poor farm land more valuable than good land which is not touched by a road at all or by a defective road. Each county in the Southern States has different laws in relation to roadmaking, but if the men in authority understand one simple fact in relation to good roads, there will probably be found a way for rapidly improving them in a much larger proportion. The fact is that a good road will build a permanent investment, the benefits of which will come to succeeding generations as well as to the present generation. Therefore, in keeping with general action in relation to permanent improvements of all kinds, roads may be safely considered as proper subjects for bond issues. As good roads enhance the value of farm property, great permanent convenience to the South will come as communities, one after another, meet this problem in the only way that can be met and solved under the system of government which prevails.

MINES GIVE WEALTH

Coal the Basis of Sparta's Rapid Progress.

ITS RESOURCES ARE MANYFOLD

Wood Working Plants Needed to Complete the City's Industry. County is Spending \$110,000 on Highways This Year—Banks Solid and Show Encouraging Resources.

INDUSTRIAL COMMENT.

The meeting of the national good roads congress in Baltimore last week, with an adjourned meeting in Washington, seemed to warrant some expression of views upon the subject of road building in the South. As a result, this section of The Washington Herald to-day presents some illustrations of a practical kind of road making as it is practiced in the Southern States. A portion of Senator Bankhead's address is also given, in which he declared so vigorously that it was better for the government to spend money to help the farmers than to spend millions upon the army and navy.

THRIVES ON PEANUTS.

Texas Town Situated in Midst of a Rich Farming Region.

Anson, Tex., May 22.—We have built a fine Methodist church at a cost of \$15,000, and the contract has recently been let for a Baptist church of unique design to cost \$20,000. Work on this structure is well under way.

SCHOOL SUPERINTENDENT TRAVELS THAT FAR IN PURSUIT OF HIS DUTIES.

The State superintendent of public schools in Missouri and his assistants traveled 47,825 miles last year in carrying out the duties and functions of the office.

THREE TIMES ROUND GLOBE.

The superintendent alone traveled 23,000 miles in visiting schools, attending board meetings, county, district, State, and national associations, and educational conferences.

SPENDING MONEY ON ROADS.

We have an excellent system of public roads being built by the county, and will expend this year \$110,000 in laying out and building macadamized highways. Already twenty-five miles have been built, and when completed every section of the county can be reached by good roads.

PLANTS MANY TREES

Pennsylvania Greatly Extends Its Forestry Operations. SETS OUT 1,000,000 THIS YEAR

INDUSTRIAL COMMENT.

The Pennsylvania Railroad Company is planning to set out this spring more than 1,000,000 trees. This will make a total of 2,500,000 trees which have been planted in the last three years to provide for some of the company's future requirements in timber and "cross-ties." This constitutes the largest forestry plan yet undertaken by any private corporation.

INDUSTRIAL COMMENT.

Heretofore the company's forestry operations have been confined to a limited area between Philadelphia and Altoona. This year 65,000 trees are being set out on tracts of land near Metuchen and New Brunswick, N. J. In addition, there are to be planted within the next month 257,000 trees near Conewago, Pa.; 158,000 in the vicinity of Van Dyke, 224,000 at Lewistown Junction, 7,000 at Pomeroy, and 265,000 at Jenkintown.

INDUSTRIAL COMMENT.

The bare places in the locust tree plantations, which were started some years ago, are being filled in with new seedlings. In order that these may follow as a second growth after the older trees have been removed for fence posts and other purposes, 60 of the trees that are to be set out this spring, 85,000 are red oak, 40,000 Scotch pine, 25,000 locust, 14,000 hardy catalpa, 14,000 pin oak, 5,000 European larch, 2,000 chestnut, 2,000 yellow poplar, 2,000 black walnut, and 1,000 white pine.

INDUSTRIAL COMMENT.

The policy of encouraging reforestation on the part of the public has been actively pursued this spring. Some 151,000 trees have been furnished practically at cost to private corporations and individuals.

INDUSTRIAL COMMENT.

In a few weeks work on a new depot, to cost \$90,000, will begin, as will also work on an addition to the Harvey House, the Santa Fe hotel. The citizens here raised \$25,000 for an addition to the Santa Fe Y. M. C. A. building, and work will soon start on this improvement.

INDUSTRIAL COMMENT.

The citizens of Temple have many large things on hand for this year, among which is the building of an interurban railway between here and Waco, a distance of thirty-five miles; a new \$25,000 depot for the Katy Railroad; a large auditorium with a seating capacity of 3,000, and another hotel of modern structure with 100 rooms, six stories high. The City National Bank has broken ground for its five-story bank and office building.

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Temple has many small manufacturing concerns, which are flourishing, and the Commercial Club is putting forth strenuous efforts to make this is now spending large sums extending its track facilities.

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MAKING A STUDY OF TEXAS SOILS

Government Surveys All the Coast Counties.

FINDS INTERESTING FACTS

Agricultural Department to Frame Report and Prepare a Map Showing the Kind and Distribution of Earth Materials in This Section. Area Suited to Truck Farming.

Probably no part of the United States shows greater interest in agricultural development than the Gulf Coast country of Texas. The Department of Agriculture has been receiving numerous letters of inquiry in regard to the soils and agricultural conditions in that section, and this fact led the Secretary of Agriculture and Prof. Whitney, Chief of the Bureau of Soils, to order a soil survey of the extreme southern portion of the State.

The field work has just been completed and the report and map covering this area are now being prepared. The area embraces the eight southern counties of Texas, including San Patricio, Nueces, Cameron, Hidalgo, Starr, Duval, Zapata, and Webb, or an area of more than 16,000 square miles.

This part of the United States is so far south that it possesses a semi-tropical climate and the growing of winter vegetables for Northern markets is rapidly becoming an important industry. As the agricultural development of this section is really just beginning, this report, showing the character and distribution of the different kinds of soils will be of great value in directing new settlers where they will find the lands best adapted to the character of crops which they wish to grow.

Has Diversity of Soils.

The work has shown that this section has a great diversity of soils, some of which are among the most productive in the world, and under proper moisture conditions can be made to yield abundant harvests, while others are best suited to stock-raising. A map showing the towns, railroads, country roads, streams, ranches, etc., has been constructed and upon this will be shown in colors the location of the principal areas of the different types of soils which were recognized in the survey.

The northeastern part of the area, including the counties of San Patricio, Nueces and Webb, is covered by a fertile black clay soil, which is well suited to the production of cotton and heavy truck crops, such as onions and cabbages. Associated with this soil is the Victoria loam, which is generally preferred to the clay for onions and gives excellent yields in good seasons.

Victoria Occurs Freely.

The Cameron clay, sandy loam also occurs in large areas and is one of the very best early truck soils of the area. This type seems especially well suited to watermelons, and one small town has nearly 2,000 acres in this crop, almost all of which are on this soil. The soil survey will show that there are other large areas in this section with similar soils where this industry can be made profitable.

Along the coast and extending inland through almost the center of the area is a large sand belt, very little of which is being cultivated, because of the difficulty of blowing. This sand makes excellent grazing land, and is preferred for this purpose to many of the heavier soils.

The Rio Grande delta proper contains no sandy soils, but they consist of silt loams, silty clay loams, and clay. The Laredo silt loam is not extensively developed in the delta, but forms almost the exclusive soil along the Rio Grande above the delta. It is principally upon this type that the union iron pipe. The Laredo silt loam, or "resaca" (old river channel) soil, is the most important type of the delta and is very fertile, giving excellent yields of cabbages, onions, and other vegetable crops, sugar cane, and cotton.

Adapted to Sugar Cane.

The Cameron clay is a strong soil, and if properly drained and cultivated gives excellent crops of sugar cane and cotton. As on the Texas coast from the coast from fifty to seventy-five miles the country becomes more rolling, and different soils are encountered. In some parts red sands and sandy loams prevail, which will make excellent fruit lands if moisture conditions prove sufficiently favorable. In other parts the limestone comes so near the surface that the soil is suited only to grazing.

Will Describe the Climate.

There will also be a chapter upon climate, as well as a discussion of irrigation, which is being rapidly extended in the delta, and the principles which must be followed in order to secure the best results in those sections where irrigation is not possible.

Will Address Wholesale Grocers.

John G. Ruge, of Apalachicola, Fla., vice president of the Southern Commercial Congress, will address the Wholesale Grocers' Convention at Little Rock, Ark., on May 24.

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